The Life of a Leaf. I. THE BUD. Close within a downy cover Here at rest I lie, Half awake and half in slumber While the storms go by.

Sometimes vague impatient strivings Stir my life within: Hopes of being something worthy, Longing to begin.

Then again a soft contentment Broodeth o'er my state; When the time comes I am ready; Until then I wait.

II. THE LEAFLET.

Is this then life? 'Tis glorious, so fair ! The soft sweet breezes playing round our The Summer fragrance growing everywhere,

The happy birds low cooing in their nest. What meant the fear with which we put on

It is all good, and hope comes after joy; Come anything in this delightsome strife, Storms cannot daunt us, sunshine cannot

III. SUMMER LEAF. Kiss me, kiss me, kingly sun, Till I glow with crimson light, Till along my veins shall run Liquid lustre glistening bright. Let thy touch so piercing sweet Hold me close and thrill me through, Till I faint with languid heat, Till for rest from thee I sue Hear me not, O king of light ! Let me die within thy sight. IV. AUTUMN LEAP.

I wonder what has vanished from the world; It was so bright a little while ago, And now we leaves upon the branches curled Hang wearily, just swaying to and fro.

The sun shines on, the cruel biting sun; He will not vail one smile to ease our pain; What matter that, so his great course is run The subjects suffer, but the king must reign, We are too weary even to complain.

V. FALLES, The desperate clutch at the last weak hold Grows looser and looser and looser; The dizzying leap into depths untold Comes closer and closer and closer.

> Drawn from below, Where shall we vanish to? How shall we go? Leaving the upper air, Heaviness everywhere, Fallen on dull despair.

Quivering, shivering,

Here we lie low. VI. ASLEEP. Let me sleep, it is so sweet to slumber,

All of sweetness that remaineth still;

Rid the earth of worn-out things of ill. It may be some good there was within us May survive this discipline of pain; May not die, but change its outward sub-

Swift the drenching rains and frosts of winter

May revive in other leaves again.

The English House of Lords. HOW THE PEERS ARE INDIFFERENTLY REGARDED.

London Correspondence of Boston Post, The House of Lords has so far faded out of public attention that it stands a chance ere long of having its debates known only in their tendency. For a long time past only three of the daily papers have professed to treat the upper House upon the same footing in this respect as the Commons, and the three have now declined to two. I believe it is literally the fact that the Daily News, the Star, and the Telegraph, each have one reporter to deal with the House of Lords as he thinks fit, while in the Commons nine or ten reporters on each journal follow each other in quick succession. Indirectly, this fact says much for the altered feeling towards the House of Peers. It is felt that the discussions amongst the Dukes, Earls, and Marquises are so feeble and conversational, that it was a waste of resources to put six or seven writers into their gallery to record the remarks that were made. The only occasions on which I have visited the House of Lords this year have served to encourage a lower estimate of their services. A few elderly gentlemen gossip together for half an hour, one of them now and then rising, and altering his tone into the orthodox sound of a speech, but really changing his observation in very little else. The Irish Church question must serve presently to stir them up, and we shall have set orations from the Tory Lords, and several semi-discourses from the Bishops; but these spasmodic outbursts but make the ordinary silence the more perceptibly felt. The day is coming when the House of Lords will be transformed, so far as its legislative power is concerned, into an elective, not an hereditary senate-an assembly selected from the honest as the rich, the intelligent as the ignorant; in which property will cease to be the necessary title. The first step will be the creation of peers for life; and if the Lords offer stubborn resistance to the measures of the next House of Commons, this proceeding is tolerably certain of being

There are certain members of the House of Lords who render something in return for their dignity-I mean the law lords. To have to hear Scotch appeals on a broiling hot summer's day is a duty which some men would feel was insufficiently remunerated by a title. When there is a debate in the Commons on any question of Scotch law it is left to the Scotchmen themselves. A discussion in Greek would be much more intelligible to the mass of the members. Probably this will always remain so, for Scotch lawyers believe that their jurisprudence, its outlandish jargon included, is the finest in the world. To show Boston readers what English law lords have to suffer, I subjoin a Scotch rule cited to the House of Lords last week during the hearing of an appeal case:-

adopted.

"It is always declared that such tailzies shall only be allowed in which the forsaid irritant and resolutive clauses are insert in the procuratorys of resignation, charters, precepts, and instruments of saesing; and the original tailzie once produced before the Lords of Session judi cially, who are hereby ordained to interpose their authority thereto, and that a record be made in a particular register book to be kept for that effect, wherein shall be recorded the names of the maker of the tailzie and the aires of tailzie, and the general designations of the lordships and baronies; and the provisions and conditions contained in the tailzie with the forsaid irritant and resolutive classes subjoined thereto, to remain in the forsaid register, ad perpetuam rei memoriam, and for which record there shall be paid to the Clerk of Register and his deputy the same dues as paid for the registration of ceasings; and which provisions and irritant clauses shall be repeated in all the subsequent conveyances of the said tailzie; and being so insert, his Majesty, with advice and consent forsaid. declares the samine to the real and effectual not only against the contraveneers and their aires, but also against their creditors, com-

prisers, adjadgers, and other singular successors whatsoever, whether by legal or conventional titles."

A pension of £5000 a year cannot be too much for an ex-Lord Chancellor, who is expected to master phraseology of that kind.

NIAGARA SHIP CANAL. A Significant Statement of the New England and Western Demand. From the Chicago Tribune.

We find in the Boston Advertiser an elaborate article showing the vital importance to Boston and New England generally of the early completion of a ship canal around the Falls of Niagara. The arcicle is replete with interest, and gives fasts, the full force of which are beginning to impress the New England people seriously. The gradual falling away of loreign trade under our system of fearful taxation, and the overwhelming increase of domestic commerce, have had a wonderful effect upon the seaboard cities. The lakes, the rivers, and the railroads of the interior are the agents of a commerce to which a score of seaports are not essential. New York has attracted the great bulk of the foreign trade, and its recovery by Boston is conceded to be out of the question. New York lies between Boston and the West, and her prosperity is largely due to the Erie Canal. a ship canal around the Falls Niagara has become indispen-But sable to accommodate the Western commerce. New York has blindly refused to enlarge her canals or to make them free. The West has to be taxed for transporta-tion to a point that almost admits of foreign grain at competitive prices. If the trade of the West cannot find its way by rail or canal, at reasonable rates, to the Atlantic, it must find the other and the most natural route, and that is by the St. Lawrence. Without in any way suggesting that the territory on both sides of the St. Lawrence, from its mouth to its source, be made part of the American Union one moment sooner than that marked out by fate for that event, we may state that the necessities of Western commerce for an outlet to the ocean render the acquisition of British America at some time inevitable. The country will never consent that American commerce shall pass down the St. Lawrence in a foreign territory, any more than it would consent, sixty years ago, that the Mississippi should flow through foreign soil.

The writer in the Advertiser gives some reasons why the St. Lawrence must become the highway for Western products. 90,000,000 bushels of wheat were moved from Chicago and other Lake Michigan ports in 1867. In addition to these, Chicago, in the same year forwarded: -Flour, bbls

Beef, bbls.... Ham, bbls... The result of this vast trade has been to produce a commercial navy on the lakes, which is compared with that of New York and

Boston, as follows: -NEW YORK, 1867. American. Foreign. No. of No. of No. of No. of vessels, Ton'ge, vessels, Ton'ge, 1810 1.027,763 2799 1.761772 4609 2.791,480 Average size of vessels, 647 tons; 13 arrivals per day for 12 months,

CHICAGO, 1867. American. Total. Foreign. No. of No of No. of vessels. Tor 'ge. vessels. Ton'ge. vessels. Ton'ge. 12,074 254,446 156 44,156 12,230 2,588,572 Average size of vessels, 210 tons; 50 arrivals per day for the season of navigation-8 months BOSTON, 1867.

No. of No of No. of Vessels, Ton'ge, vessels, Ton'ge 2771 476 363 2768 794 34 Average size of vesse's, 256 tons; 71/2 arrivals per day for 12 months.

This trade is increasing with rapid progression, the present lake commerce being the growth of the present generation. The average cost of moving a bushel of corn from Chicago to New York in 1867, by lake, canal, and river, was thirty-three cents and two mills. It cost five cents additional to take it to Boston. The cost of moving corn by rail from Chicago to the seaboard is one and a half per cent. per mile, which is calculated at 45 cents per bushel. But the crops can never be moved by rail. One 600-ton vessel can carry as many bushels as 100 freight cars. It is estimated that the cost of conveying a bushel of grain from Chicago to Boston via a canal around the Falls of Niagara and the St. Lawrence river will be thirty cents. It is estimated that a direct commerce between Chicago and Boston would thus spring up which would be more prefitable to Boston and to the navigation interest than the foreign trade, which is now mostly lost, ever was. Low fr-ights would make Boston a market for Western products, and New England manufactures will find a market in the West. This view is thus summed up:-

"We have endeavored to show some of the benefits that would result to the commerce of Boston from this canal; but equal good would come to the manufacturing interests of New England—a great market would be open for goods which are now prohibited by high reights, and in the reduced price of food which would follow this work, her operatives would be placed more on a level with those of Europe. The cheapening of the food of a nation is generally a difficult problem to solve. In this case it is simple and easy, and the process carries with it many collateral advan-

Boston commerce and Boston trade are on the decline; the decline of Boston is the decline of all New England, and until a measure becomes essential to the benefit of New England and Boston, it has no merits according to the system of political economy which prevails East of the Hudson. A ship canal around the Falls of Niagara is a direct necessity. Its non construction is an annual charge of from ten to twenty cents per bushel upon all grain of the West moved to the East. Supposing that sum to be paid by the consumers, then it has been so much added to the cost of the bread and meat of the people of the Eastern States. They have enjoyed the luxury of paying ten cents per bushel extra for their corn and wheat and, in proportion, for their flour, beef, pork lard, and other Western products, in order to perpetuate the monopoly of transportation in the Erie canal. It is no longer, however, a question of extortion; it is a question of capacity. The canal and the railroads combined are not equal to the task of moving the Western erops to the Atlantic. The additional highway must be furnished, and very soon. Private enterprise and capital will find it to be a source of profit, and private enterprise and capital may yet transfer from the Atlantic to the St. Lawrence the united centre of the foreign and domestic commerce of the

-The new Catholics of Vienna and vicinity have organized under the ministration of the Rev. Karl August Forstner, and put forth a long confession of faith. They renounce allegiance to the Pope and the bishops of the Catholic Church, and will hold all their services in the language of the people. The Rev. Karl August Forstner is in friendly correspendence with the celebrated Johann Ronge, who is about to visit Vienna.

CITY INTELLIGENCE.

FOR ADDITIONAL LOCAL THEMS SHE OUTSIDE PAGES,

ANNUAL COMMENCEMENT.-The annual commencement of the Haverford College took place yesterday morning. The College is situated on the line of the Pennsylvania Ballroad, a short distance from the city. A large number of per-sons were in attendance. The following subjects were dwelt on by the different graduates: -Au English oration, "The Christ of History," Joseph Henry Wills, Mount Holly, N. J.; an Engli-h oration, "Contest and Victory." by Edward Haison Cok, North Vassalboro, Maine; an English oration, "Michael Faraday," by Louis Starr, Philadelphia, Pa.; an English oration, "The Esnatic and Enthusiast," Benjamin C. Satierthwaite, Oxford Valley, Pa.: an English oration, "Laborare est Orare," S. Finley Tomlinson, Bush Hill, N. C.; an English cration, "The Science of Language," Alexis T. Cope, Philadelphys. Pa. Philadelphia, Pa.

The number of students at the college during

the past year was 54, about the same as in the year preceding. The total expenditures for the year ending February, 1868, amounted to \$21,379-22; the receipts for board and tuition, \$13,600, and in addition on free scholarships, \$1,562.50; the receipts from all sources reaching within \$1,340.93 of the whole amount expended. There is a farm connected with the college, the products of which yielded last year the sum of \$4,430.04. In the report of the Board of Manaers the hope is expressed that some plan may be devised whereby the college may more fully take its place as a component part of the educational system of Friends throughout the

DEATH BY VIOLENCE .- An investigation was con menced yesterday by the Coroner, in the case of Michael Brady, who died at the Pennsylvama Hospital on Monday night; it was reout upon making an examination, it was found that the skuil of the deceased had been fractured. The deceased was employed in driving an ice wagon. Officer Ewing testified that he found Brady in the yard of Mr. Bickley's estabit-hment, in Market street, near Sixteenth, apparently in a fit. Ice was used on his head, but without relief, and he was removed to the hospital, where he died. Dr. Shapleigh, who made a post-mortem examination, testified that he found a triangular wound on one side of the brad, an inch above the right ear, the bone being fractured. The wound was caused by a kick, mallet, or some other instrument, and the deceased came to his death by violence. witness testified that the deceased informed him (witness) that his horse got frightened at a locomotive, and shied, throwing him (deceased) from the cart to the street. The further hearing of witnesses was postponed.

WILLS' HOSPITAL,-The following is a report of operations performed at Wills' Hospital for the month of June, 1868:— Patients admitted in June—Males, 12; females,

Patients discharged in June-Males, 14; females, 5. Total, 19. Pat ents now in hospital-Males, 9; females, Total, 14.

Surgical operations performed in June-On couse patients, 7; on dispensary patients, 40. Number of new dispensary patients in June-

Number of old dispensary patients in June-88, Whole number of patients treated in June

From the city, 294: from the country, 56. BOLD ROBBERY .- Yesterday morning, about 10% o'clock, the residence of Edward Deacon, E-q., No. 2032 Green street, was entered through a side alley, by an adroit thier, who made his way into the back ki chee while the servant girl was up stairs, and made off with some valuable old-timed silver ware, prized more as mementoes of the past than for their intrinsic value. The basket containing the silver was addoitly thrown into the ceilar, the bester to enable a safe escape with the the better to enable a safe escape with the booty. The person who entered the premises was seen prowling about during the morning.

MEETING OF BRICKMAKERS .- A large meeting journeymen brick-makers was held last evening at Kater Hall, South street, above Reports were received from different employees, who stated that they would not pay the advance claimed by the journeymen. A resolution to relinquish work on the 13th instant was voted down, and a resolution to adjourn until next March was carried. The meeting then broke up in confusion, some certing that it should be continued, notwithstanding the vote just taken deciding otherwise.

and is known to neighbors residing on both

KILLED BY A FALLING WALL .- The Coroner held an inquest yesterday in the case of John Cassiday, who died from injuries received by the falling of the wall of a building at Eighth and Market streets, on the evening of June 2d, 1868. Several witnesses, who were engaged in ren ovi; g the wall with the deceased, testified that the walls were considered sate, and that the accident was caused by one of the girders giving fway. A verdict, that the said Cassiday was killed by the falling of the wall was ren-

SURPRISE .- Captain J. Cone, of the steamer John A. Warner, was most agreeably surprised upon returning to his home in Bristol, Pa., on Friday evening of last week, to find that some kind friends had been there before him and left a hand-ome silver service. This unexpected tes-timonial was presented by the citizens of Riverton, New Jersey, as a token of their regard and appreciation of his many estimable qualities, his politeness, attention and superior management the position which he occupies, and for which he is so eminently fitted.

Relieved .- Brevet Major-General George H. rosman, Quartermaster of this city, has been relieved, and General D. H. Rucker is at present acting in his stead. The latter was ac ing Quartermaster General at Washington during ceneral Meigs' abscuce from that city, and upon the return of the latter General Rucker was ordered to relieve General Crosman.

THE EIGHT-HOUR LAW .- The recent act of lorgress establishing eight hours as a legal day's work went into operation yesterday, and now enforced at the Navy Yard in this city. The day's labor commences at eight A. M., and ceases at five P. M., with the usual hour's rest from twelve to one at noon.

INJURED .- About half-past 3 o'clock yesterday afternoon, Martin Funk injured himself badly with a chi-el while at work on a building in Montgomers county. He was removed to bu esidence in Manayunk.

LAYING OF A CORNER-STONE.-The corner stone of the new Station House at Manayunk was laid yesterday afternoon, with appropriate ceremonies. His Honor, the Mayor, and the Police Committee of Councils were present.

AMUSEMENTS.

HOOLEY'S OPERA HOUSE, SEVENTH

First week of the Terpsic orean Wonder,
R. M. LARROLL.

FIFE GRE IT LINGARD BURLESQUE,
By JOHN MULL GAN and ARCHY HUGUES.
FOLLY'S MINSTRALS. THE WILD FAWN,
The Picture Gallery. My Father Sould Charcoat.
George in Charaer. Stump Speech, Dancing Master,
Log I st.ce, etc.

766: Ling I st.ce, etc.

COX'S AMERICAN VARIETY THEATRE,—
EVERY EVENING AND BATURDAY
AFTERNOON,
GREAT COMBINATION TROUPE,
in aroand Ballets, Ethiopian Burissquae, Songa
Danies, Pantomimes, Gymnast Acia, etc.

DENNSYLVANIA HOSPITAL. PHILADELPHIA, January 28, 1868,
The attending Managers are:

S. Morris Walls, No. 128 South Delaware avenue.
Actorin E. Rorte, No. 188 Dock street.
Attending Physician—Dr. J. M. Da Costa, No. 1005
pruce str. ct. Sprice str. 6; Attending Surgeons—Dr. Addineil Hewson, No. 135 South Fliteenth street: Dr. D. Hayes Agnew, No. 16 North Eleventh street: The rhy sicians and Surgeons attend at the Hospi-The rhysicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for amission.

Fersons seriously injured by accident are always admitted it brought to the Hospital immediately thereafter.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. PHILADELPHIA BOARD OF TRADE.

MONTHLY COMMITTEE.

JAMES T. YOUNG, COATES WALTON, THOMAS PUTTER,

Plonger Philada Wimington July 9
H. Chauncey New York Aspinwall July 9
Columbia New York Aspinwall July 9
Wyoming Philada Savatinah July 19
StarsaodStripes Philada Havana July 21
Merrimack New York Rio Janeiro July 22
Merrimack New York Rio Janeiro July 23
Merrimack New York Rio Janeiro July 23
Melli StarsaodStripes Philada Havana July 24
Melli Sara forwarded by every steamer in one regulas fines. The steamers for or from Liverpool call at Jucenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton. CLEARED YESTERDAY.

Barque Annie W. Weston, Balley, San Francisco, Merchant & Co.

Barque Annie Augusta, Davis, Guantanamo, Geo. W.

Bernadon & Bro.

Brig J st. Pettigrew, Marseilles, L. Westergaard & Co.

Scir J, L. Leach, Stafford, St. Mary's, Ga., E. A. Souder & Co. der & Co. Schr M. G. Farr, Maloy, Boston, Westmoreland Coal Schr J. B. Johnson, Johnson, Boston, L. Audenried & Co.
Schr L. A. May, Baker Neponset, Sinnickson & Oo.
Schr L. A. May, Baker Neponset, Sinnickson & Oo.
Schr Thea, G. Smith Lake, Boston, Captain.
St'r E. C. Biddle, McCue, New York, W. P. Clyde & Co.
St'r R. Willing, Cundiff. Baltimore, A. Groves, Jr.
Tog Thos. Jefferson, Allen, for Baltimore, with a tow
of barges, W. P. Clyde & Co.
Tog Cheapeake, Mershon, for Baltimore, with a tow
of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

ARRIVED YESTERDAY.

Barque Brunswick. Dixon, 3 days from New York, in ballast to Workman & Co.

Br. barque Fruiterer, Cotten, 3 days from New York, in ballast to J. E. Bazley & Co.

Echr Mary G. Farr. Maloy, from Providence, Schr L. A. May. Baker, from Boston.

Schr iteo, Fales. Nickerson, from Boston.

Schr J. L. Maloy, Russell, from Boston.

Schr J. Barley Bouder, Hudson, from Boston.

Schr T. Sianlekson, Dickerson, from Boston.

Schr T. Sianlekson, Dickerson, from Boston.

Schr T. Sianlekson, Dickerson, from Boston.

Str Lady of the Lake, Ingraham 8 hours from Cape May, with passengers to John F. Ohl. Off Cape Henioten, saw one brig coming in; at Reedy Island, two deeply laden has ques and one light barque, coming up, Steamer Vulcan, Morrison, 24 hours from New York, with mdse, to W. M. Baird & Co.

Steamer Frank, Pierce, 24 hours from New York, with mdse to W. M. Baird & Co.

Tug Thee, Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

MEMORANDA.

MEMORANDA.
Ship La Gloire. Beckwith, hence for Bremen, was off the Needles 2sth uit.
Steamship Juniaia, Hoxie, hence, at New Orleans 3d lost, via Havana.
Baique Mary Bentley, Clark, for Delaware Breakwater for orders, was at Zaza about 18th uit.
Barque Addte McAdam, Partridge, hence, salled from Falmonth 26th uit, for Havre.
Brig J. W. Spencer, Spencer, for Philadelphia, cleared at New York yesterday.
Brig Resolute, Parsons, hence for Savannah, sailed from Fortress Monroe yesterday.
Brig Gambia, Perry, hence, at Georgetown, S. C., 29th uit. Brig Alfaretta, Bibber, from Cardenas for New York. Brig Alfaretta. Bibber, from Cardenas for New York, was speken 6th inst off Cape May.

Schr James Young, for Philadelphia, cleared at St.

J. hn. N. B., 6th inst.

Schr Addie Fuller, Henderson, from St. John, N.B., for Philadelphia, at Holmes' Hole 5th inst.

Schr R. L. Tay, Baker, from Windsor, N. S., for Philadelphia, at Newport 4th inst.

Schr Gen. Grant, Fitzgerald, and Lottle Beard.

Perry, for Philadelphia salled from Newport 6th inst.

Schr Lewis Chester, Gookin, from Boston for Philadelphia, at Holmes' Hole 5th 195t.

Schr Jas. S. Shindler, Lee, for Philadelphia, salled from Ma blebead 1st inst. from Ma blehead ist inst.
Schis J. T. Cohn, Brower, hence, at Lynn ist inst;
J. C. Henry, Lore, on the 2a; and J. L. Little, Little, on the 3d inst.
Schr Ocean Wave, Baker, hence, at New Bedford 5th inst.

Schr James McGee hence at New Haven 5th inst.

Schr Mary W. Griffing, for Philadelphia, cleared at

New Haven 6th Inst.

Schrs R. H. Wilson, Harris, and George B. Conover.

Robinson, hence, at Providence 5th inst., the latter Robinson, hence, at Providence et insa, the latter for Pawincket.

Schrs A B Brown, Crowell, from Salem for Philadelphia, M. D. Ireland, Sargeant, from Boston for do; and M. D. Cranmer, Cranmer, from Bridgeport for do. at Huimes' Hole 4th lost.

Schrs M. E. Simmons. Gandy; J. T. Weaver, Weaver; and E. V. Glover, Higss, from Boston; A. Hamberd, Paine, from Weildiest; and A. Cohn Brower, from tynn, ad for Philadelphia, at Holmes' Hole 5th losts in the state of the state

Schra R. Knight, Barilett; J. B. Clayton, Clayton, for Philadelphia; and Onward. Had.ey. for Philadelphia or i a a sailed from Providence 6th fost, ecors Hunter, Crane; Surf. Abbutt; and A. E. Safford. Hanson, hence, at Pawtucket 6th inst. Steamer Black Diamond, Meredith, for Philadelphia, cleared at New York yesterday.

phia, cleared at New York yesterday.

NOTICE TO MARINERS.

The Italian Government has given notice that from the lat of Jn y, 1868, a light will be exhibited from a Lightheuse recently exceed on the Nada rocks, south of Leghorn, west coast of Italy.

The light is a fixed white light, elevated fifty-five feet above the level of the sea, and in clear weather should be seen from a distance of ten miles.

The lituminating apparatus is dioptric or by lenses, of the fourth order.

The lighthouse is built on from piles (Mitchell's), and from it the Torre di Vada bears E. by N. (N. 79 deg. 25 min. F.)

Position as given is in lat, 43 deg. 19 min. 11 sec. N., long, 10 deg. 21 min. 54 sec. F. from Greenwich.

(At) brafings are magnetic, Variation 15 degrees westerly in 1868.)

By command of their lordships.

GFO. HENRY RICHARDS, Hydrographer.

Hydrographic Office, Admirally, London, June 15, 1868.

PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps.

HO. 304 CHESNUT STREET.

SENTRAL DEPOT.

NO. 108 NOUTH FIFTH STREET,

(One door below Chesnut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printed

ALL ORDERS FILLED ANE FORWARDED BY Mail OR EXPRESS IMMEDIATELY UPON RE-CEIPT, a matter of great importance.

The Commission is payable in stamps,

All orders, etc., should be addressed to BTAMP AGENCY.

NO. 304 CHESNUT STREET,

Orders received for Stamped Checks, Drafts, Receipts, Bill Heads, etc., and the best rates of commission allowed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL STAMPED ENVELOPES,

INSURANCE COMPANIES.

FIRE INSURANCE.

Liverpoo L and LondoN and Glob E InsurancE Compan Y. ASSETS

SEVENTEEN MILLIONS. Short Term, Perpetual, Floating, and Rent Policies issued on favorable terms. Office, No. 6 MERCHANTS' EXCHANGE. ATWOOD SMITH.

GENERAL AGENT. DELAWARE MUTUAL SAFETY INSUR-A NCE COMPAN). Incorporated by the Legis-ture of Pennsylvania, 1835.

Office, Boutheast corner THIRD and WALNUT
Birees, Philadelphia,
MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the
World.
INLAND INSURANCES
On Goods, by river, causi, take, and land carriages to
all parts of the Union.
FIRE INSURANCES
On merchandles generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY ASSETS OF THE COMPANY
November I, 1987.

200,000 United States Five Per Cent,
Loan, 10-408...

120,000 United States Five Per Ceut,
Loan, 1881...

50,000 United States Five Per Ceut, Loan
Treasury Noise...

200,000 State of Pennsylvania Six Per
Cent, Loan
Loan (exempt from tax)...

Loan (exempt from tax)...

Loan
20,000 State of New Jersey Six Per Ceut,
Loan
Loan
20,000 Pennsylvania 20 600 Pennsylvania Rairroad First
Mortgage Six Per Cent. Boods.
25,000 Pennsylvania Rairroad, Se ond
Mortgage Six Per Cent. Boods.
25,000 Western Pennsylvania Railroad
Six Per Cent. Bonds (Pennsylvania Railroad Six Per Cent. Loans. 51.000'00 19,80000 23.575*00 20,000 60 18,000 00 5,000,300 shares stock of Germantown 7,800.00 3,000 00

15,000-00 201.900 00 Market value, \$1,102,802'50 Cost, \$1089,679 20, \$1,101,400 par. Real Fstate.
Bills Fece.vable for Insurance 36,000.00 219,135 67 ... \$103 017 Cash in Drawer

Thomas C. Hand,
John C. Davis,
Eomund A. Souder,
Joseph H. Seal,
Theophilus Pauliding,
Hugh Craig
Edward Darlington
John R. Penrose,
H. Jones Brooke,
Henry Sloan,
George G Leiper,
William G. Beniton,
Henry C. Davis,
Jacob R. Jerrardou,
William G. Beniton,
Henry C. Davis,
John D. 1es Jor,
George W. Bernardou,
D. f. Morgan, Pittsburg,
John C. Davis,
James C. Hand,
James Traquar,
James C. Hand,
J Thomas C. Hand, John C. Davis, Edmund A. Souder, Joseph H. Seal, Theophilus Faulding, Hueb Crair Theophilus Faulding, Hugh Craig Edward Darlington John R Penrose, H. Jones Brooke, Henry Sloan, George G Leiper, William G, Bennton, Edward Latourcade, Jacob Riegel,

1829-CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA,

NOS. 435 AND 437 CHESNUT STREET. ASSETS ON JANUARY 1, 1968,

\$2,603,740:09.

ACCRUED SURPLUS...... 1,018,893-89 PREM UMS..... 1,184,846.20 INCOME FOR 1868 \$23,693.93. \$350,000.00. SOSSES PAID SINCE 1889 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms. DIRECTORS,

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No. 921 CHESNUT ST., PHILADELPHIA. ASSETS. \$3,000,000. CHARTERED BY OUR OWN STATE.

MANAGED BY OUR OWN CITIZENS. LOSSES PROMPTLY PAID, POLICIES ISSUED ON VARIOUS PLANS. Applications may be made at the Home Office, and at the Agencies throughout the State, [218]

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No. 111 S. FOURTH Street,
INCORPORATED 3D MONTH, 22, 1865.
CAPITAL \$160,000 PAID IN.
Insurance on Lives, by Yearly Premiums; or on 5, 18, or 20 year 1 remiums. Non-forteliums.
A nulles granted on Isvorable terms.
Term Policies, Children's Endowments.
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This Company, white giving the Insured the Security of a paid-up Carital, will divice the entire profits of the Life business among the policy holders.
Moneys received at interest and paid on demand,
Authorized by the charter to execute Trus-8, and to act as Executor or Administrator, Assignee, or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons or bodies politic or corporate.
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NO 224 WALN UT Street opposite the Exchange,
This Company insures from ioss or damage by
FIRE.

This Company insures from loss or damage by First.
on liberal terms on buildings, merchandise, furniture etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SixTY YE. RS, during which all losses have been promptly adjusted and paid, been promptly adjusted and paid, been promptly adjusted and paid.

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GUARDIAN FIRE AND MARINE INSURANCE COMPANY.

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Insure against loss or damage by Fire on Buildings,

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This Company, favorably known to the community
for over forty years, continues to insure against loss
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either permanent y or for a limited time. Also on
Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
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